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THE

MONTREAL HOUSE

GUIDE

FROM

Niagara Falls to the Saguenay.

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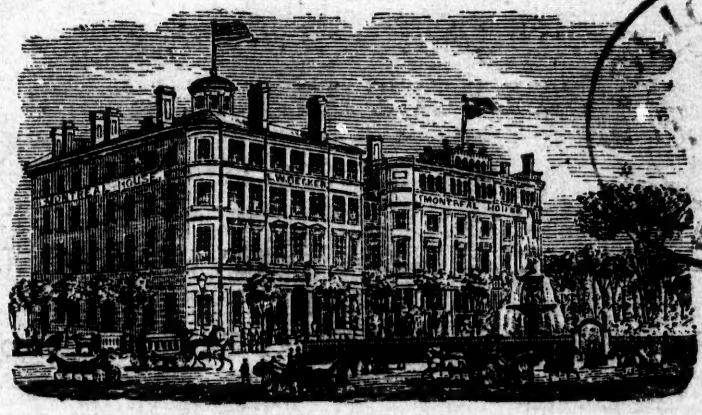

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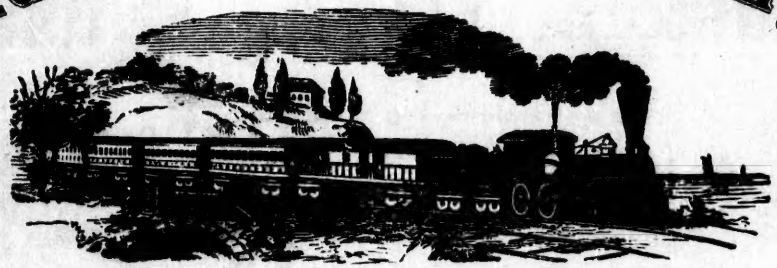

$200,000

Incorporated by Letters Patent, 32-33 Vic., Cap. 13.

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MONTREAL.

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MONTREAL, CANADA,

Is well worthy the attention and patronage of the First Class travelling and commercial public. It has a frontage of 180 feet on the Square, commanding the most interesting and picturesque

VIEW OF THE RIVER ST. LAWRENCE,

for miles above and below the VICTORIA BRIDGE. Being situated near the CUSTOM HOUSE, POST OFFICE, BANKS, &c., renders it one of the

Most desirably located Hotels in Montreal.

It is under the personal management of MR. DECKER, and his large experience in Hotel life is a sufficient guarantee (at least to his numerous acquaintances) that the Hotel will be kept in a manner to secure the comfort of guests and the patronage of the travelling community.

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Have the Largest Stock of

Watches, Jewellery, Silver-Ware and Bronze

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Tourists and Opera Glasses,

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Special attention of American Tourists is called to the above mentioned watches, they being perfection of Mechanism and time.

THE TRAVELLERS' GUIDE

FROM

Niagara Falls to the Saguenay.

Niagara Falls, being the great centre of attraction for all Northern tourists, and the point at which travellers from the United States, who intend taking a trip down Lake Ontario and the St. Lawrence make their entry into Her Majesty's Dominions, we select it as our starting point, and supposing that the reader (without our aid) has already *done* the Falls and neighborhood to his satisfaction, and, in all probability, has in turn been *done* to his *dis*-satisfaction, we will mercifully omit all mention of the wonders of Niagara, and proceed at once to

LEWISTON,

a beautifully situated town, about 7 miles from the Falls, on the Niagara River. It is a place of considerable importance, and stands at the head of navigation on the river. In 1813 it was destroyed by the British, and rebuilt after the termination of the war. At this place the tourist embarks on board a splendid steamboat (the City of Toronto) which runs twice a day between

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PARKIN'S LACE HOUSE

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SUCCESSOR TO

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ESTABLISHED 1849

280 NOTRE DAME ST.

EVERY DESCRIPTION OF BRITISH & CONTINENTAL

MANUFACTURED LACE,

PRICES MODERATE.

280 Notre Dame Street Montreal.

this point and Toronto. On the opposite side of the river stands the village of

QUEENSTOWN,

A small, picturesque town, not of much commercial importance, but noted on account of the memorable battle that took place on the neighboring heights in 1812, when the British most gallantly defeated the enemy, and drove them across the river. Just above the village stands (visible from the deck of the steamer)

BROCK'S MONUMENT.

This monument was raised in commemoration of the British General, Sir Isaac Brock, who fell in the sanguinary action above mentioned. His remains, and those of his aide-de-camp, Colonel John McDonald, who died of wounds received in the same battle, are buried here. The first monument was completed in 1826, and was blown up in 1840, by a miscreant named Lett, who was afterwards imprisoned for this dastardly act. The present handsome shaft was erected in 1853. Its height is 185 feet; the base is 40 feet square by 30 feet high; the shaft is of freestone, fluted, 75 feet high and 30 feet in circumference, surmounted by a Corinthian capital, on which stands a statue of the gallant general. The view from this monument is most gorgeous. The eye wanders with untiring delight over the richest imaginable scene of woodland and water. Below flows the now tranquil River Niagara—calm and majestic in its recovered serenity. In the far distance, on either side, stretches the richly wooded landscape, speckled wtih villas and cottages. The whole view is terminated by the magnificent sheet of Lake Ontario, which stretches away, like a flood of light, to the horizon.

NIAGARA TOWN,

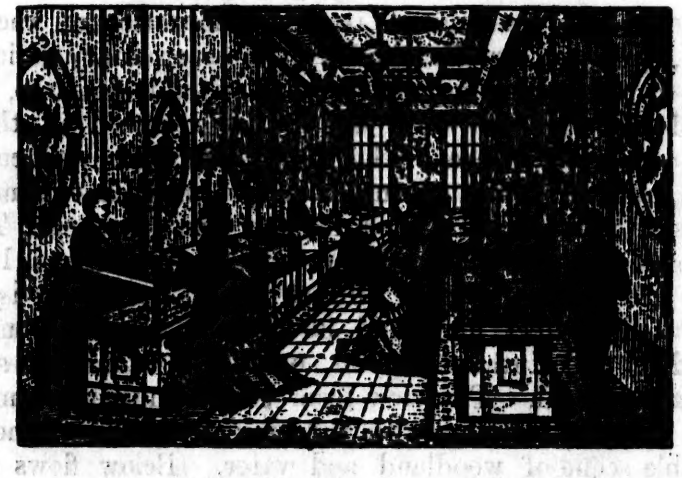
Stands on the Canada shore, at the mouth of the river, facing Lake Ontario on the one side and the river on the other. It was at one time the seat of Government for Upper Canada, and the

E. G. MELLOR,

IMPORTER OF

Fine Jewellery, Watches and Diamonds,

285 Notre Dame Street, Montreal.



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Mellor's is the only Jewellery Establishment in the Dominion that has EIGHTEEN LARGE SHOW CASES filled exclusively with fine jewellery.

285 NOTRE DAME STREET, CRYSTAL BLOCK,

A few doors east of the French Cathedral.

principal commercial town. Its surroundings are full of varied and historical associations. The drives in the vicinity are most refreshing, and the scenery beautiful. Latterly it has become quite a fashionable summer resort. A large new hotel, located in a beautiful grove on the banks of the river, affords ample accommodation to visitors. On the American side of the river is

FORT NIAGARA,

Which has many historical associations, but which we have not space to touch upon. The English General Prideaux fell here in the battle of 24th July, 1759, and the French garrison afterwards surrendered to Sir Wm. Johnson. Leaving Niagara, about four hours's sail brings the traveller to

TORONTO,

The principal City of the Province of Ontario. It is situated on Toronto Bay, a beautiful sheet of water, four miles in length by two miles in width. *Toronto*, signifies in the Indian language, *a place of meeting*.

In 1823, it contained but 4,000 inhabitants; now, it has a population of about 75,000. Although not picturesque, it is most agreeably situated; the view from the western entrance to the harbor, and from the island, is varied and striking; the spires and cupolas afford a most agreeable diversity to the distant outlines of the City, and mark it as a place of wealth and enterprise. The long lines of houses, and the rectangular blocks of buildings, intersected by streets running towards the four cardinal points of the compass, with here and there a handsome church or an elegant edifice, strike the eye of the stranger with an agreeable surprise.

Young in years, it has none of the associations which render Quebec almost classical; but it is as proud of its beautiful bay and aquatic sports, as Quebec is of its ancient walls and citadel.

Among the places of interest are—

The Queens Park, the College Avenue, University Buildings,

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Trinity College, the Normal and Model Schools, Osgoode Hall, Upper Canada College, St. James Cathedral, St. Michael's Cathedral Knox's Church, Metropolitan Church, Provincial Lunatic Asylum, St. Lawrence Hall and Market, Lieut.-Governor's Residence, &c.

One of the elegant steamers of the Canadian Inland Steam Navigation Co.'s line, leaves Toronto every day for Montreal. Travellers can go on board, obtain their staterooms, and make the passage by the Lake; or, if they prefer it, can go by Grand Trunk Railway to Kingston, and there take the steamer. We will now describe the Towns on the route in their natural order. The first port at which the steamer touches after leaving Toronto is

PORT HOPE.

The location of this town is very pleasant, the site extending over a valley and the surrounding hills, and though owing to natural obstructions, it is rather irregularly laid out, the appearance it presents, viewed either from the lake, or any other avenue of approach, is very picturesque. A steamer plies regularly between this port and Rochester, N. Y. Population of the town about 6,000.

COBOURG,

The next stopping place, lies seven miles below Port Hope. The town, which is lit with gas, is very prettily laid out. The broad and spacious streets, for the most part intersecting each other at right angles, are adorned with several fine public buildings, and numerous elegant residences. The most noticeable amongst the former are, Victoria Hall, (containing the Town Hall, Corporation and County Offices, erected at a cost of over $100,000,) the Churches of the various denominations, and Victoria College The latter is under the management of the Wesleyan Methodist Church in Canada. It has faculties of law and medicine in Montreal and Toronto. Cobourg has a population of about 6,000. Midway between Port Hope and Cobourg is "Duck Island," on which is placed a Government light house.

Cromwell, Annett & Co.

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Diamond Emery Wheels and Grinders, Sturtevant's Blowers and Exhaust Fans, Patent Cold Rolled Shafting, Turned Shafting, Hangers, Pulleys, Mill Gearing, Belting and Hose, Wheels and Wire Rope for transmission of Power long distances, Hoisting Machines and Patent Gas Machines for Hotels, Factories and Warehouses, Band Sawing Machinery (for Log Sawing, Re-Sawing, Pattern-making, &c.) Perin's French Band Saw Blades, Fire and Burglar Proof Safes, &c.

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JAS. R. ANNETT, 90 Wellington Street, Montreal.

KINGSTON

Is pleasantly situated at the head of the Thousand Islands, River St. Lawrence, where Lake Ontario, the last link of the chain of the inland seas of the west, together with the Bay of Quinte and the great Cataraqui Creek, are united with the mighty channel which conveys and empties their waters into the Gulf of St. Lawrence.

It occupies the site of the old French fort of Frontenac. As a place of defence it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous cannon and mortars of the largest calibre. These, together with neighboring martello towers, form a formidable and efficient defence against any aggressive movement which might be directed against the city. Opposite Kingston are Wolfe and Garden Islands, between which and the city lies the bay, a beautiful sheet of water. On the other side of the Islands is Cape Vincent, in the State of New York.

Kingston possesses two colleges, and has several handsome public buildings, such as the Court House, Custom House, City Hall, Banks, Post Office, &c. The population is about 15,000. Adjacent to the city is Portsmouth, where are located the Provincial Penitentiary and Rockwood Lunatic Asylum.

Before proceeding down the St. Lawrence, we will briefly notice the principal ports on the American side of Lake Ontario.

CHARLOTTESVILLE,

At the mouth of the Genesee River, is the port of entry for the City of Rochester. The river is navigable for steamers five miles from its mouth, as far as Carthage, whence passengers can take the railroad cars for Rochester, two miles distant. The next port, after leaving Charlottesville, is

OSWEGO,

A beautiful and flourishing town. It is the commercial centre

Montreal, June 11, 1874.

Messrs. H. WHITESIDE & Co.,

GENTLEMEN,

After selling your valuable "SPRING BED," for four years I have to state that I find it far superior to anything ever introduced into the market. Its *durability*, perfect *noiselessness*, cheapness, and its neat and cleanly appearance have commended it to all customers; from whom I have only assurances of utmost satisfaction.

Faithfully yours

C. R. PARISEAU,

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ALL FURNITURE HOUSES THROUGHOUT CANADA.

Office, Factory and Warerooms,

(OLD COLLEGE BUILDINGS),

66 & 68 College Street,

MONTREAL.

of a fertile and wealthy part of the country, and contains some of the largest flouring mills in the world. It is the terminus of both a railroad and a canal, connecting it with Syracuse and the New York Central Railroad. The population is about 20,000.

SACKETT'S HARBOR,

A small town lying on a spacious bay, is 45 miles below Oswego. It was founded in 1799 by a Mr. Sackett, of Jamaica, L. I., from whom it took its name. From its position on Lake Ontario, it is admirably suited for the purposes of a naval station, and was, in fact, the American headquarters of the Lake Ontario fleet in the war of 1812. It is now the seat of a military post, called "Madison Barracks."

CAPE VINCENT

Is a pleasant little town, lying at the head of the St. Lawrence, so named in honor of one of the pioneer settlers—M. Vincent Le Roy De Chaumont. It is said that this place was selected as the retreat of the Emperor Napoleon, in case he should be obliged to seek an asylum in the United States. Cape Vincent is connected by railroad with Chaumont, Brownville, Watertown and Rome.

THE THOUSAND ISLANDS.

The Lake of the Thousand Islands is an expansion of the St. Lawrence, at its emergence from Lake Ontario. It is the most numerous collection of river islands in the world. It commences a little below Kingston, and stretches down the river between 40 and 50 miles, for which distance the St. Lawrence is between 6 and 12 miles wide. Notwithstanding their name, the number of these islands far exceeds *a thousand;* there being at least 1,500. They lie partly in Canada, and partly within the bounds of the State of New York; the boundary line between the United States and Canada dividing them into about equal parts. Nowhere in the world is a more beautiful scene presented to the

Alex. D. Daly,

IMPORTER AND DEALER IN

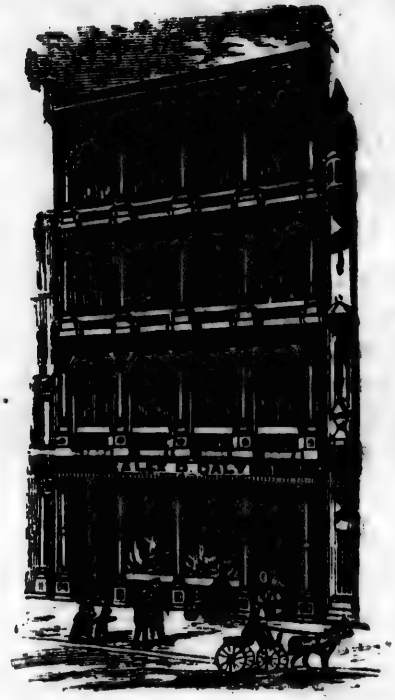
FANCY GOODS, &c.

Watches,

Clocks

AND

Jewellery.



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Gold and Silver watches, Fine French and Bronze Clocks, Gold and Gold-plated Jewellery. Jet goods in every variety, Bronze Figures, Silver Filagree and Oxidized Jewellery, Every description of Fancy Goods, and Toys.

eyes of the traveller than here. As the steamboat is piloted through the intricate channels, dodging here and there among the islands, showing each moment new and ever-varying beauties, the scene is beautiful beyond description. Islands of all sizes and shapes are scattered in profusion throughout the waters; some covered with vegetation, others bare and ragged rocks; some many acres in extent, others measuring but a few feet; some showing a bare, bald head, a little above the level of the water, while, a short distance off, a large island or rock, crowned with a considerable growth of pine or cedar, will rise abruptly out of the water, to the height, probably, of 100 feet or more. This is a famous spot for sporting; myriads of wild fowl of all descriptions may here be found; and angling is said to be rather fatiguing than otherwise, from the great number and size of the fish. On the American shore, opposite the Thousand Islands, is situated

CLAYTON.

A village formerly of considerable importance as a lumber station. This is a favorite resort for fishing and shooting parties, who make it head quarters while pursuing their sport. Opposite, on the Canadian side of the river, is

GANANOQUE.

A flourishing town of about 3,000 inhabitants. The beauty of the islands and river, as seen from this point, cannot be surpassed. During the last five years it has become quite a favorite resort for tourists and pleasure seekers. From its position it has almost unlimited water power, which has been so far utilized that the town is now one of the most flourishing manufacturing towns in the Province. After leaving Gananoque, the next port, on the American side, is the little, rock-perched town of

ALEXANDRIA.

The situation of which is extremely picturesque and romantic.

DANIELS' HOTEL,

Prescott, Canada.

This House has been recently enlarged and re-furnished and is now second to none in the Dominion The long experience of the Proprietor in catering to the wants of his guests enables him to guarantee to patrons, every comfort and accommodation that any first-class house can offer.

TOURISTS AND PLEASURE SEEKERS

will find this House a most desirable resort, situated, as it is, on the shore of the beautiful St. Lawrence, a short distance from the Thousand Islands, and surrounded with choice fishing grounds and unsurpassed scenery.

FOUR FIRST-CLASS STEAMERS

continually cross between this port and the City of Ogdensburg, making a trip every thirty minutes.

L. H. DANIELS,

Proprietor.

Some two or three miles below the village is a point from whence one hundred islands can be seen at one view, the beauty of which can scarcely be imagined. This is a fine fishing ground, noted for its maskalonge, which are of large size, many of them weighing from 40 to 50 pounds, and often as much as 70 pounds. They are taken with trolling lines, and it requires considerable skill to land one safely. At the the foot of the Lake of the Thousand Islands, on the Canadian shore, lies the town of

BROCKVILLE.

So named in honor of General Brock, who fell in battle at Queenston Heights, in 1812. This is one of the most pleasant towns on the river. It is a delightful resting place for travellers, a favorite resort for tourists, and a desirable home for permanent residents. All the steamers stop here. A steam ferry boat plies every half-hour between this place and

MORRISTOWN,

a pretty little village on the opposite side of the river. Twelve miles below Morristown, also on the American side, is situated the beautiful City of

OGDENSBURG,

one of the most wealthy cities, of its size, in the State of New York. The streets are wide, and lined with beautiful shade trees; the public buildings very fine, and some of the private residences are magnificent. It is a great resort during the summer season for pleasure seekers, and being the terminus of the Ogdensburg and Rome Railroad, it is one of the principal points for travellers to take the steamers down the Rapids, for Montreal. Immediately opposite Ogdensburg, and connected with it by a steam ferry, is

PRESCOTT,

A town of about 3,000 inhabitants. About a mile below the town, at a place called "Windmill Point," are the ruins of an

TRAVELERS'

INSURANCE COMPANY

OF HARTFORD, CONN.

CASH ASSETS (July 1st,) - - - $2,937,000.

Grants everything desirable in

Life and Accident Insurance

ON THE MOST FAVOURABLE TERMS.

ACCIDENT DEPARTMENT.

General Accident Policies are written for a term of one to twelve months each, and insure a sum of $500 to $10.000 against death by accident, and $3 to $50 weekly indemnity for wholly disabling injury by accident (not to exceed twenty-six weeks for any one accident,) at an annual cost of $5 to $10 per thousand for occupations not specially hazardous. Hazardous risks taken at higher rates.

LIFE DEPARTMENT.

All Policies non-forfeitable. Its ten, fifteen, and twenty year policies can be converted into endowments, at the option of the insurant. This feature is original with this company.

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FOSTER, WELLS & BRINLEY, *General Agents for Dominion.*

OFFICE—199 ST. JAMES STREET, MONTREAL.

old stone windmill, in which, in 1837, the rebels, under Von Schulz, a Polish exile, established themselves, but from which they were driven with severe loss. Daniel's Hotel an establishment kept in first class city style will afford those who may desire to spend a day or two at this place, as good fare and as comfortable a home for the time being as can be found anywhere. L. H. Daniels Esq., the proprietor, thoroughly understands how to keep an hotel, and never fails to give his guests satisfaction. It is worth while to remain a day or two in Prescott if only to have the pleasure of being entertained at this House. It has for years been a favorite resting place for travellers. Prescott is the southern terminus of the St. Lawrence and Ottawa Railroad, which connects Ottawa—(the capital of the Dominion)—with the frontier. About five miles below Prescott, is Chimney Island, on which the remains of an old French fortification are to be seen. The first rapid of the St. Lawrence is at this island, called the

GALOP RAPIDS.

The next town, on the American side, is Waddington, and in the river, over against it, Ogden Island, from the name of its proprietor. On the Canada side is Morrisburg. A short distance below Morristown is Chrysler's Farm, where an American force was met, on its descent to Montreal, in 1813, defeated and turned back by a detachment of British troops. Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs—distance, seven miles. These springs are said to have proved effectual in restoring debilitated constitutions.

LONG SAULT RAPIDS'

For some miles after passing the town of Prescott, the scenery of the river rapidly changes. Then commences that magnificent series of rapids of which the Long Sault is one of the most remarkable. It is a continuous rapid of about nine miles in length, divided by an island in the centre into two channels—the Amer-

OTTAWA HOTEL,

PITT STREET,

Cornwall, Ont.,

Unquestionably the best Hotel between Montreal and Toronto.

Has all the Modern Improvements.

FIRST-CLASS IN EVERY RESPECT.

Tourists will find this a delightful resting place.

FISHING AND SHOOTING REQUISITES,

HORSES, CARRIAGES, BOATS, &c.,

Can be procured for the use of Guests.

CHARGES MODERATE.

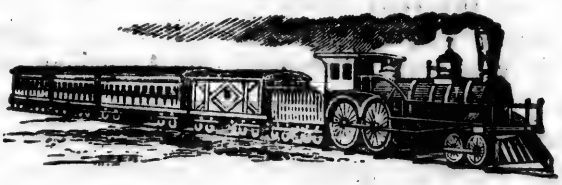
W. H. DUNKIN,

PROPRIETOR.

ican channel and the Lost channel; a name given to it by the French boatmen, as they supposed that if a boat drifted into it, it would certainly be lost. Formerly the American or East channel was mostly run by steamers, but of late the Lost Channel is mostly used. This channel presents a grand and terrific appearance, the water being lashed into a white foam for several miles. The passage on the southern channel is very narrow, and such is the velocity of the current, that a raft, it is said, will drift the nine miles in forty minutes. When a steamer enters within their influence, the steam is shut off, and she is carried onward by the force of the stream alone. Great nerve, strength and skill are necessary to pilot the vessel, and several men are required at the wheel." "One of the most singular sensations we experienced" says a distinguished traveller, "was that of sailing many miles perceptibly down hill." This going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination, by the tremendous roar of the headlong, boiling current. The Canadian Navigation Company, however, have never lost any lives by accident, in descending the rapids.

CORNWALL,

At the foot of the Long Sault, on the Canada side, a neat little town of about 5,000 inhabitants, contains some of the largest cotton and woolen mills in Canada. This is a very pleasant summer resort and is much frequented by tourists who find good sporting and fishing in the neighbourhood. The Hotel accommodation is unsurpassed, the Ottawa House affording such as is not often found outside of the large cities. Everything is neat and clean about the premises, the attendants are obliging, and the proprietor Mr. W. H. Dunkin, unremitting in his attentions to his guests. Everybody who visits this house once, desires to do so again. Travellers who intend stopping at Cornwall should make a note of the "Ottawa House." Cornwall Is-



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BAGGAGE CHECKED THROUGH.

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WM. WAINWRIGHT,
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Montreal.

WILLIAM O'BRIEN, Agent,

143 St. James Street, Next door to the St. Lawrence Hall

MONTREAL.

land lies in the river opposite the town, and belongs to the Indians of

ST. REGIS.

This is an old Indian village, a little below Cornwall, on the south side of the river. The tourist will observe from the deck of the steamer the old church, lifting its tin roof above the neighboring houses. The bell, hanging in this church, is associated with a deed of genuine Indian revenge. On its way from France it was captured by an English cruiser, and taken into Salem, Massachusetts, where it was sold to the church at Deerfield, in the same State. The Indians, hearing of the destination of their bell, set out for Deerfield, attacked the town, killed forty-seven of the inhabitants, and took one hundred and twelve captives, "among whom was the pastor and his family." The bell was then taken down, and conveyed to St. Regis, where it now hangs.

The boundary line between the United States and Canada passes near this village, and the course of the St. Lawrence is hereafter within Her Majesty's Dominions.

This is the name of that expansion of the St. Lawrence which begins just below Cornwall and St. Regis, and extends to *Coteau du Lac.* Many little islands are scattered here and there over its surface. *Coteau du Lac* is a small village at the foot of the lake; and, on the north side, over against this place, is *Grand Island.* Just below are the *Coteau Rapids. The Cedars* is a small town just above the rapids of this name. Passing these rapids—a very exciting passage—you glide into Lake St. Louis, from which you catch a view of Montreal Mountain in the distance.

BEAUHARNOIS.

Is a small village at the foot of the Cascades, on the south bank of the river. Here, vessels, when ascending the river, enter the Beauharnois Canal, and pass around the rapids of the Cascades,

MONTREAL, CHAMBLY & SOREL
RAILWAY.

SUMMER ARRANGEMENT
Commencing the 4th May, 1874.

DOWN TRAINS.

Stations.	A.M.	P.M.
MONTREAL	8.45	5.15
S. Lambert	9.08 / 9.35	5.45 / 5.50
Chambly Basin	10.15	6.25
Chambly Canton	10.20	6.30
Richelieu	10.30	6.40

UP TRAINS.

Stations.	A.M.	P.M.
Richelieu	7.35	4.35
Chambly Canton	7.45	4.45
Chambly Basin	7.50	4.50
St. Lambert	8.20 / 8.25	5.25 / 5.45
MONTREAL	8.50	6.15

ASHLEY HIBBARD,
Manager.

Cedars and Coteau into Lake St. Francis, a distance of 14 miles. On the north side, a branch of the Ottawa enters the St. Lawrence.

LACHINE.

At the foot of Lake St. Louis, is a village of about 2000 inhabitants. It is a favorite resort during the summer months for Montrealers. The Lachine rapids begin just below the town. Opposite is

CAUGHNAWAUGA.

An Indian village, lying near the entrance of the Lachine rapids. It is said to have derived its name from the Indians who had been converted by the Jesuits, who were called "Caughnawauga's" or "Praying Indians." This is evidently a misnomer, for instead of praying, they were given to *preying*, and were distinguished for their predatory incursions upon their neighbours in the New England Provinces, and had a most surprising fondness for scalps. The bell that now hangs in their church, it is said was the proceeds of one of their *pious* excursions. The following is a description of the descent of the Lachine Rapids, taken from an American newspaper:

At this point (Caughnawauga) a canoe comes off and brings an Indian. He comes on board to pilot the boat over the Lachine, which is the last but most dangerous of the rapids. As the boat moves onward to the rapids, all the passengers, even to the novel readers, are anxious to get a good position, in order to have a fine view of the heaving, breaking and laughing water. As we enter the rapids, we appear to be running upon a small grass-covered, rocky island. Indeed, the bow of the boat is so near that it seems impossible to clear it, we look to see if the pilot is at the helm. Yes, there stands the captain at his post, in front of the wheel-house; and the Indian pilot with three other strong men, are at the wheel; and as we look at the calm countenance of the Indian and see that his brighteye does not so

MONTREAL AND BOSTON
AIR LINE.
SHORTEST ROUTE,
VIA
CENTRAL VERMONT RAILROAD

Pullman Day and Sleeping Cars
THROUGH WITHOUT CHANGE.

Trains leave Montreal from Bonaventure St. Station,

9.15 A. M. DAY EXPRESS,
With Pullman Parlor Car, Arriving in Boston I0.20 p.m. same night

3.45 P. M. NIGHT EXPRESS
With Pullman Palace Sleeping Car, arriving at Springfield, 6.30 a.m.; Concord, 5.20 a.m.; Manchester, 6.00 a.m.; Lowell, 7.00 a.m.; Lawrence, 7.30 a.m.; Worcester, 9.25 a.m.; BOSTON, 8.35 A.M.

For Tickets and full information, please call at

136 ST. JAMES STREET, MONTREAL

F. PICARD, Ticket Agent.

L. MILLS, Gen. Supt. Traffic,
S. W. CUMMINGS, Pass. Agt. } ST. ALBANS, VT.

much as wink, but is steadily fixed upon his beacon, whatever it may be, and that the wheelsmen are fully under his control, we feel that with his skill, care, and knowledge of the way, we may banish fear from our thoughts. He guides the boat among the islands and the rocks, over the rapids and through the intricate channels as easily as a skillful horseman reins a high-spirited charger. As quick as thought the boat glides away from those rocks which it appeared impossible to avoid; but the pilot apparently is sensible to fear, though not to the responsibility that rests upon him. He is aware, and all are aware, that one false move and all is lost; for the current is so swift, the seas runs so high, and the boat is driven so rapidly, that one touch upon a rock would shiver her to atoms. Although the passage of the rapids appears to be so dangerous, a sense of pleasure and excitement takes the place of fear." In about half an hour after leaving this last rapid the boat passes under Victoria Bridge, the longest and largest bridge in the world, after which the traveller comes in full view of the City of Montreal.

MONTREAL,

the commercial and financial metropolis of the Dominion, is also the most populous of Canadian cities. It is situated at the head of navigation for ocean vessels, 540 miles from the Gulf of St. Lawrence, on the Island of Montreal, which lies between the broad St. Lawrence and the rapid Ottawa—the two great rivers of the North. The island extends some thirty-two miles in length, and ten in width, and is considered the garden of the province. The surface of the island is level, with the exception of the eminence of Mount Royal, which rises 550 feet above the river level. The settlement of the town was first determined on by the first explorer, Jacques Cartier, in 1535, at which time an Indian village was located here, called Hochelaga. The permanent founding of the city, however, did not take place till 1642, and in one hundred years of growth, thereafter, it gathered a population of only 4,000. It was under French rule till 1760,

PERRY'S
Parlor Boot and Shoe Store.

THE UNDERSIGNED HAVING OPENED A

FIRST-CLASS BOOT & SHOE STORE

—IN—

No. 375 Notre Dame Street,

Would respectfully inform the Ladies of Montreal, that they will find a

First-class Assortment

—OF—

LADIES', MISSES' AND CHILDREN'S

Fine Boots & Shoes

OF THE

LATEST DESIGNS AND OF THE FINEST MATERIAL IN THE MARKET.

Having made special arrangements with the best Wholesale Houses in New York and Boston, as well as in Montreal, we are in a position to offer a superior article at terms more reasonable than have heretofore been presented to the public

The Proprietors (late with Burt's Fine Shoe House in New York and Brooklyn) are well up in the wants of the Fine Shoe Business, and respectfully solicit a call.

E. & A. PERRY,

Late of Burt's, Brooklyn.

375 NOTRE DAME STREET.

when it passed into the hands of the English. In 1832, the cholera raged in Montreal with great violence, carrying off 1,843 inhabitants in a population of little more than 30,000. In April, 1849, a political mob burnt the Parliament buildings, and the seat of Government was, in consequence, transferred to Quebec, subsequently to Toronto, and finally to Ottawa. In July 1852, a destructive fire laid waste a large portion of the city, burning 110 houses, and destroying property valued at $1,363,264. Notwithstanding these reverses, the city rapidly recovered, and today numbers a population of nearly 170,000 people. Years of industry, intelligence, enterprise and labor, have produced a mighty contrast. At the beginning of the present century vessels of more than 300 tons could not ascend to Montreal, and its foreign trade was carried on by small brigs and barges. Now, ocean vessels of 4,000 tons, the magnificent floating palaces of the Richelieu Company, and ships of from 700 to 2,000 tons, from all parts of the world, lay alongside the wharves of the harbor, which are not equalled on this continent in point of extent, accommodation, approach and cleanliness. Montreal has now over 200 miles of streets and lanes, some of the streets are narrow, but the majority will compare favorably with any on the continent. Nowhere can finer or more solid public buildings be found. The buildings for commercial and other purposes would dignify any city. There are none in the United States which present finer specimens of street architecture than are found—not isolated here and there, but in long blocks and throughout the whole city.

PLACES OF INTEREST.

The Court House, on Notre Dame Street, is after the Grecian style of architecture, and is, in its unpretending and massive grandeur, second to few buildings in the city.

Bonsecours Market, of the Grecian Doric style of architecture, is equal, if not superior, to any building of the kind in America.

Canadian Navigation Company

Royal Mail Line

BETWEEN

MONTREAL, KINGSTON, TORONTO, HAMILTON

AND INTERMEDIATE PORTS.

This Line composed of the following first-class Side Wheel Steamers, viz:

CORSICAN	(Composite)	Capt.	Sinclair
SPARTAN	"	"	Dunlop
CORINTHIAN	"	"	Farrell
PASSPORT	"	"	Simpson
BAVARIAN (New)	"	"	Carmichael
MAGNET	"	"	McCoy

UPWARDS.

Will Leave the Canal Basin,

Montreal, every morning, (Sundays excepted)	at 9.00 a.m.	Gananoque,	at 12.45 p.m.
Lachine	at 12 30 p.m.	Kingston,	at 5.30 "
Valleyfield	at 6.30 "	Cobourg	at 1.30 a.m.
Cornwall	at 9.30 "	Port Hope	at 2.10 "
Dickinson's Landing	at 2.00 a.m.	Darlington	at 3.30 "
Prescott	at 9.20 "	Toronto	at 8.00 "
Brockville	at 10.30 "	Arriving at Hamilton	at 10.45 "

MAKING DIRECT CONNECTIONS

AND PRESCOTT AND BROCKVILLE,

With the Railways for Ottawa, Kemptville Perth, Arnprior, &c.

AT TORONTO AND HAMILTON,

WITH THE RAILWAYS FOR

Collingwood, Lake Superior, Stratford, London, Chatham, Sarnia, Detroit, Chicago, Milwaukee, Galena, Green Bay, St. Paul, St. Louis, and with the

"CITY OF TORONTO"

For Niagara, Lewiston Niagara Falls, Buffalo, Cleveland Toledo and Cincinnati.

DOWNWARDS.

Leave Hamilton every Morning (Sunday excepted)	at 9.00 a.m.	Leave Kingston, - -	at 5.30 a.m.
Leave Toronto - -	at 2.00 p.m.	" Gananoque, -	at 7.00 "
" Darlington -	at 5.20 "	" Brockville, -	at 9.30 "
" Port Hope -	at 6.50 "	" Prescott, -	at 10.30 "
" Cobourg, - -	at 7.20 "	" Cornwall, -	at 1.20 p.m.
		Arriving in Montreal,	at 6.45 "

Passing through the beautiful and Romantic Scenery of the

Lake of the Thousands Islands, and all the Rapids of the River St. Lawrence

BY DAYLIGHT.

CONNECTING AT MONTREAL, WITH THE STEAMER FOR

QUEBEC, MURRAY BAY, RIVIERE DU LOUP, CACOUNA, TADOUSAC, AND THE

Far-Famed River Saguenay

The Steamers of this Line are replete with every Comfort and convenience and every Appliance for safety; and from the completeness of the Arrangements present advantages to travellers superior to every other conveyance.

THROUGH TICKETS AT LOW RATES.

To all the above places with every information, may be obtained from the various Local Agents, on board the Steamers, and at 177 ST. JAMES STREET.

ALEX. MILLOY,

Company's Office, 177 St. James St. }
Montreal, April, 1874. }

Secretary & Treasurer.

The Custom House. Commissioners Street, is a splendid building of imposing proportions.

The New Post Office, Great St. James Street, now in course of erection, is in the modern Italian style, the façade highly ornamented with cut stone pillars, pediments, and carved portico.

The Mechanics' Institute, a fine building of cut stone, is in the Italian style.

Merchants' Exchange, on St. Sacrament Street.

Young Mens' Christian Association Building, corner of Craig and Radegonde Streets, one of the finest buildings in the city, in the Mediæval or Decorated Gothic style.

Montreal Telegraph Co.'s Offices, St. Francois Xavier Street, is of Ohio freestone, built in the modern Italian style of architecture.

Christ Church Cathedral, unquestionably the finest specimen of ecclesiastical architecture in America, is situated on St. Catherine Street.

St. George's Church, St. Janivier Street, a beautiful edifice, built of Montreal stone.

Cathedral of Notre Dame, reputed to be the largest church edifice in North America, holding within its walls 10,000 people. The building is 260 feet long by 140 feet broad, and the two massive towers, flanking the front upon the square, rise 220 feet. There is a famous peal of bells in the left tower, one of which is the "Gros Bourdon," weighing fifteen tons, and having a deep bass intonation. The prospect from the right tower, which can be ascended by payment of a slight fee, is wonderfully wide, looking out upon the broad waters, the islands and shipping of the St. Lawrence, the rapids of Lachine, the distant Vermont hills, and the suburban villages. The seminary of St. Sulpice adjoins the Cathedral, and is surrounded by spacious gardens and court-yards, In near vicinity, around this fine square, are

the noble buildings of the important Banking and Insurance Companies of the Dominion.

Church of the Gesu, situated on Bleury Street, is most beautifully frescoed, and contains some very fine paintings. The style of architecture is the Round Roman Arch.

Bonsecours Church is on St. Paul Street, and is the oldest church in the city. Mass was first performed in it on the 15th August, 1675.

Merchants Bank—This magnificent building, the finest edifice for commercial purposes on the continent, is situated at the corner of St. James and St. Peter streets.

Molson's Bank, also on St. James street, is a very handsome structure, built of Ohio sandstone.

The Bank of Montreal, Place d'Armes, is built in the Corinthian style of architecture.

The Bank of British North America, Great St. James street, is a handsome building of cut stone, and built in the composite style of architecture.

General Hospital—Dorchester street.

Hotel Dieu Hospital—St. Famile street, founded in 1744 by Madame de Bouilon.

Grey Nunnery—St. Catherine street west, founded in 1755.

McGill College—Sherbrooke street. The most important educational institution in the Province of Quebec.

NELSON'S MONUMENT.

At the head of Jacques Cartier Square, is a column of grey limestone, crowned with the figure of the hero of Trafalgar. Erected in 1808.

CHAMP DE MARS

Is the old parade ground for the garrison regiments and volunteer soldiery. Three thousand troops may be reviewed upon it, and it is a favourite promenade.

SOUTH EASTERN RAILWAY,

LOCAL TIME TABLE.

TRAINS NORTH. TRAINS SOUTH.

READ DOWNWARDS. READ UPWARDS.

No. 1.	No. 3.	No. 5.	DISTANCE IN MILES.	STATIONS.		No. 2.	No. 4.	No. 6.
EXPRESS AND MAIL.	EXPRESS.	WAY FREIGHT.				EXPRESS.	EXPRESS AND MAIL.	WAY FREIGHT.
Leave.	Leave.	Leave.				Arrive.	Arrive.	Arrive.
4.00 A.M.	5.27 P.M.	8.00 A.M.		Newport		1.02 P.M.	9.20 P.M.	5.14 P.M.
4.21	5.44	8.48	7¼	Newport Central	7¼	12.45	8.56	4.34
4.39	5.58	9.36	14	North Troy	6¾	12.30	8.36	3.45
4.49	6.05	10.06	17¼	Mansonville	3¼	12.23	8.26	3.10
5.15	6.25	11.05	26¼	East Richford	9	12.03	7.58	1.56
5.31	6.36	11.37	31¼	Richford	5¼	11.51	7.41	1.19
5.39	6.42	12.00	34¼	Abercorn	2¾	11.45	7.32	12.42
5.55	6.54	12.27	39¾	Sutton Flat	5½	11.33	7.15	11.59
6.03	7.01	1.15	42¾	Sutton Junction	3	11.26	7.01	11.31
6.16	7.11	1.45	47¼	West Brome	4¼	11.16	6.56	11.11
6.23	7.17	2.24	49¾	Sweetsburg	2½	11.10	6.44	10.44
6.29	7.21	2.52	51¼	Cowansville	2	11.05	6.37	10.22
6.39	7.29	3.21	55¼	East Farnham	3¾	10.57	6.32	10.05
6.45	7.34	3.47	57¾	Brigham	2½	10.52	6.23	9.29
7.05		4.16					6.17	9.10
			60¼	Farndon	3		6.00	7.20
7.26	7.50	5.00	65	West Farnham	4¾	10.35	5.35	8.00
7.44		5.35	72	Versailles	7		5.17	
7.54			76¾	S. S. & C. June.	4¾		5.07	
8.01	8.25	6.55	79	St. Johns	2¼	10.00	5.00	6.00
A.M. Arrive.	P.M. Arrive.	P.M. Arrive.				A.M. Leave.	P.M. Leave.	A.M. Leave.

No. 5 runs Mondays, Wednesdays, and Fridays.

No. 6 runs Tuesdays, Thursdays, and Saturdays.

AY,

No. 5 runs Mondays, Wednesdays, and Fridays.
No. 6 runs Tuesdays, Thursdays, and Saturdays.

VIGER GARDENS,

Near the Champ de Mars, is beautifully laid out, with conservatory, fountains, &c,

VICTORIA SQUARE,

At the head of McGill street, is neatly laid out, with a large fountain in the centre. At the south end of this square is placed a beautiful bronze

STATUE OF HER MAJESTY QUEEN VICTORIA,

A work of art from the studio of Mr. Marshal Wood.

THE VICTORIA BRIDGE.

The Victoria Bridge (built under the superintendence of the celebrated Robert Stevenson) the longest and largest bridge in the world, is that known as the tubular or beam bridge, and consists of a series of iron tubes resting on 24 stone piers, with a distance between each pier of 242 feet, except the centre opening, which is 330 feet in length, its total length between the abutments is 6,600 feet, or a mile and a quarter. The bridge is approached by massive embankments, the one on the Montreal side being 1,200 feet, and that of the South shore 800 feet in length, which together, including the abutments, make the total length of the bridge 9084 feet, or nearly a mile and three-quarters.

The cost of this gigantic structure was $6,300,000. In its erection 250,000 tons of stone, aud 8,000 tons of iron have been used.

DRIVES.

The Canadian carriage is kept with scrupulous neatness, and the drivers are your willing and obliging servants, knowing every inch of the routes by which they convey you; and the charges, unlike the American coaching fares, do not spoil the fairest prospects by threatening total ruin to your finances.

SOUTH EASTERN RAILWAY,

Montreal and Boston Air Line,

Comprising the South Eastern Railway, Passumpsic Railway, Boston, Concord, and Montreal Railway.

ON AND AFTER JUNE 1st,

TWO FAST EXPRESS TRAINS

Composed of New and Most Elegant Cars with All Modern Improvements will run from Montreal Bonaventure Station, to

BOSTON—LOWELL DEPOT.

☞ Making Connections for all other New England Cities. ☜

THE ADVANTAGES OF THIS LINE ARE UNRIVALLED.

WHOLE TRAINS RUN THROUGH

WITHOUT CHANGE!

FROM MONTREAL TO BOSTON.

Our Trains stop Thirty Minutes for Meals at the MEMPHRAMAGOG HOUSE, Newport, Vermont, and at the PEMIGEWASSET HOUSE, Plymouth, New Hampshire, whose reputations speak for themselves.

DAY EXPRESS

LEAVES MONTREAL, 8.45 A.M., ARRIVES AT BOSTON, 10 P.M. —This Train stops for Dinner at Memphramagog, Pemigewasset House, Plymouth, N.H.

NIGHT EXPRESS

LEAVES MONTREAL, 3.15 P.M., ARRIVES AT BOSTON 8.40 A.M.

For Tickets and information apply to the GENERAL OFFICE, 202 ST. JAMES STREET.

G. LEVE, Passenger Agt. A. B. FOSTER, Manager.
H. A. ALDEN, Superintendent.

Office:—202 St. James Street, Montreal.

AROUND THE MOUNTAIN.

The drive around the mountain is certainly one which it would be difficult, for natural beauty, to surpass. On a clear, bright day, the view from any point of the drive is magnificent; several hundred feet below is spread out a gorgeous panorama of ever varying beauty, affording commanding and attractive views of the Canadian metropolis and the great river of the North. Well stocked and highly cultivated farms attest the prosperity of the husbandman; comfortable homesteads, nestling mid a luxurious growth, dot the landscape; here and there broad belts of forest shade the view and form a fringework to the picture; looming up, faintly shadowed in the distance, the far off hills of Vermont raise their summit, while, like a silver thread winding through the valley, the majestic St. Lawrence flows onward to the sea, spanned at this point by the Victoria Bridge—one of the greatest modern specimens of engineering skill. Handsome private dwellings, faced with gardens, laid out with great taste, line the roadway, and add to the beauty of the scene.

TO LACHINE.

The drive to Lachine (nine miles) is one of great interest. Lachine is the summer residence of many Montrealers, and has become famous by its annual regattas. It is noted as being the scene of a terrible massacre of the whites by the Iroquois Indians, in the year 1689, when over 200 persons were burned alive. Caughnawauga, an Indian village, is situated immediately opposite, and is connected by a steam ferry.

The Lachine Road leads along the banks of the St. Lawrence, and commands views of scenery of unsurpassed beauty and grandeur.

TO LONGUE POINT.

Another favorite drive is in an opposite direction to the last, to Longue Pointe, passing through the village of Hochelaga.

UNION NAVIGATION COMPANY

BETWEEN

MONTREAL AND QUEBEC.

THE MAGNIFICENT STEAMERS

"ABYSSINIAN," Capt. NORMAND PAULET, | **"ATHENIAN,"** Capt. E. C. WURTELE,

Leave BONSECOURS PIER (first Pier to the left, foot of Jacques Cartier Square) DAILY (Sundays excepted) for

QUEBEC,

Calling at

SOREL, THREE RIVERS AND BATISCAN.

This is the great fashionable thoroughfare for American Tourists.

Fare Cheaper than any other first class Company

☞TICKETS for sale by Agents at all the Hotels and at Fisher's Stamp Office, St. François Xavier Street, opposite the Post Office, where State Rooms can be secured.

RETURN TICKETS AT REDUCED RATES.

For Freight or Passage, apply on the Wharf, Bonsecours Pier, and at the Office, No. 24 Jacques Cartier Square.

H. J. STEVENSON, PASSENGER AGENT,

C. H. LEFAIVRE, SECRETARY-TREAS.

The river scenery in this direction is very fine, and of quite a different character from that west of the city. The villages of Longueuil, Boucherville, and Varennes may be seen on the opposite side of the river.

MOUNT ROYAL CEMETRY

Is situated on the east side of the mountain, about two miles from the city. The approach to it is by a winding carriage way, passing through which may be seen many of the wild beauties of nature, and from several points on the road there are beautiful views to be had in every direction. The road, which is kept in the finest condition, is planted on each side with trees. The gateway at the entrance is a beautiful structure of cut stone, with iron gates.

It would be useless to undertake an enumeration of all the places of interest in and about Montreal, for we believe that there are but few places on the American Continent where can be found so much of interest to the traveller, whether in pursuit of health or pleasure, as in this city.

RAILROAD AND STEAMBOAT OFFICES.

Grand Trunk Railway Offices, for Quebec, Portland, Toronto, &c. at Bonaventure Station. Depot—Bonaventure Street.

Upper Canada Line of Steamers—177 Great St. James street.

Ottawa River Steamboat Office—No. 13, Bonaventure street. Passengers go via Lachine Railroad, Bonaventure Depot.

Quebec Steamboat Office—24 Jacques Cartier Square.

CAB FARES.

Fare per Hour—Coaches, or four-wheeled cabs, or corresponding winter vehicles, drawn by two horses, for the first hour $1. For each subsequent hour 75 cents, and *pro rata* for intermediate quarters of an hour.

Cabs, two or four-wheeled, or corresponding winter vehicles,

ST. LAWRENCE HALL.

OTTAWA, ONTARIO.

THE LARGEST HOTEL IN THE CITY,

Unrivalled for Style and Locality.

Every Convenience, Comfort, and Elegance.

WILL ACCOMMODATE 300 GUESTS.

CARRIAGES TO AND FROM THE BOATS AND TRAINS.

CHARGES MODERATE.

J. B. McKENZIE,

Ottawa, June 1874. PROPRIETOR.

drawn by one horse, for one or two persons, for the first hour 50 cents, and for each subsequent hour 40 cents. For three or four persons, for the first hour 75 cents; each subsequent hour 50 cents, and *pro rata* for intermediate quarters of an hour.

Usual charges for two horse carriages to go round the mountain, a distance of nine miles, $4, for one or four persons.

For cab, $1.50 for two or three persons; for four persons $2.

TO QUEBEC.

From Montreal to Quebec, passage is made on one of the elegant steamers of the Union Navigation Company, called the "Abyssinian" and "Athenian." Leaving Montreal in the evening, passing the fort on the island in the harbor, leaving Longueuil to the right, and passing the group of islands below the city, and the mouth of the Ottawa river, you are fairly on your way to the old capital.

SOREL,

Forty-five miles below Montreal, is the first port at which a halt is made by the steamer. Sorel is built on the site of a fort built in 1655 by M. DeTracy, and was for many years the summer residence of successive governors of Canada. It is situated at the confluence of the rivers Richelieu and St. Lawrence, popnlation about 8,000. Five miles below Sorel the river expauds into a wide lake nearly twenty-five miles in length, and nine miles in width, known as

LAKE ST. PETER.

The river St. Francis here enters the lake from the south. During the descent to Quebec, a great amount of shipping of every class will be passed, and immense timber rafts will be observed, floating down to the great timber mart at Quebec, sometimes in single rafts, and sometimes in many, combined into a floating timber town, populous with hardy lumbermen, whose songs enliven the monotony of their voyage.

THIS HOTEL IS CHARMINGLY SITUATED ON THE

Bank of the St. Lawrence.

The Balconies overlook the River and afford a splendid View of

MAGNIFICENT SCENERY.

The accommodation is unsurpassed, the HOUSE being kept in first class City style,—Shawenagan Falls and St. Leon Mineral Springs are only 24 miles distant.

Carriages and Boats for the use of Guests.

CHARGES MODERATE.

T. G. FARMER, Proprietor.

Three Rivers, July 1, 1874.

THREE RIVERS,

Situated midway between Montreal and Quebec, is one of the oldest settlements in Canada, and has Convents and Church edifices of considerable architectural pretensions. The town was first settled in 1618. Population about 9000.

Tourists would do well to spend a day or two at this place, there are beautiful drives in the vicinity and good boating and fishing. There is also excellent Hotel accommodation—Farmer's Hotel being noted far and wide as a favorite resort for the traveller, First class fare,—elegantly furnished rooms and clean beds are what is required to make a Hotel what it should be, and these are all to be found here. Mr. Farmer thoroughly understood the art of making his guests comfortable, and does it. The famous falls of Shawanagan, second only to those of Niagara are but twenty four miles from Three Rivers, and those of the Grand' Mère 13 miles further up the St. Maurice. The celebrated St. Léon Mineral Springs are also 24 miles from here.

The Chaudiere River enters the St. Lawrence about six miles above the City of Quebec. At this point the precipitous banks of the St. Lawrence increase in height, and the eager stranger catches a distant view of the towers and battlements of the grand old northern City.

Before reaching the town, "Wolfe's Cove" will be pointed out, to the left, that memorable spot where the brave commander landed his forces under cover of darkness, and scaling the precipice, fought the battle which changed the destiny of the western empire. The round martello towers, in advance of the defences of the city, on the plains of Abraham, first attract attention, and you sweep in full view of the defiant battlements and towers which crown the natural walls of old Quebec—the seat of ancient dominion—where jealous nations contended for supremacy, and shook its rocky throne with the roar and clash of contending armies.

MAGOG HOUSE,

SHERBROOKE, P. Q.

The MAGOG HOUSE has been thoroughly renovated and enlarged in

FIRST-CLASS STYLE

It is situated in a very pleasant part of the town, commanding a view of two rivers. It is only a few steps to the Post Office, Telegraph Office and Banks.

A LINE OF STAGES

LEAVES EVERY DAY FOR

LAKE MEMPHREMAGOG,

To connect with the Steamer "Lady of the Lake," for Newport.

H. S. HEPBURN,

Proprietor.

SHERBROOKE.

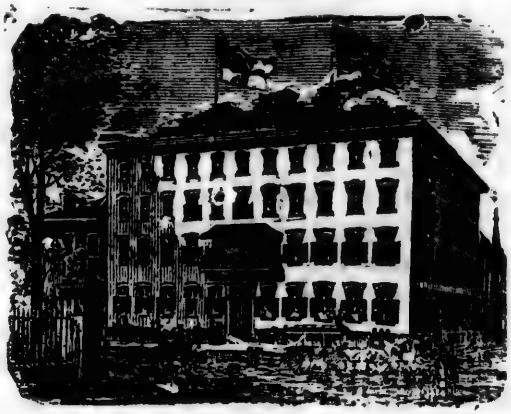
Situated just 100 miles from Montreal, on the line of the Grand Trunk Railroad and in the beautiful and romantic valley of the River St. Francis is Sherbrooke, the most enterprising town of the Eastern Townships. We can confidently recommend the traveller to spend a day or two here. There are beautiful drives in the vicinity, good fishing and boating and magnificent scenery. To add to its attractions the town can boast of one of the best kept and most comfortable Hotels to be found in the Province. We refer to the Magog House, which is conducted under the personal superintendence of the proprietor H. S. Hepburn, Esq. Tourists who may visit this Hotel on our recommendation will not be disappointed.

QUEBEC

Was founded in 1608, by Samuel de Champlaign, on the site of the Indian village of Stadacona. No city on the Continent so impresses the tourist, by the startling peculiarities of the site and novelty of its general aspect, as this "Ancient Capital," or stamps its impress so indelibly in eye and memory. A massive wall of hewn stone, of nearly three miles in length, and varying, but everywhere of forbidding height and thickness, with projecting bastions and frowning cannon, communicating with the outward world by five massive gates, encloses the better portion of the Upper town. The

CITADEL

Will perhaps prove the point of greatest interest to many, from the historical associations connected therewith, and from the fact that it is considered an impregnable fortress. It covers an enclosed area of forty acres, and is some three hundred and forty feet above the river level. The zigzag passage through which you enter the fortress, between high and massive granite walls, is swept at every turn by formidable batteries of heavy guns. On the forbidding river walls and at each angle or possible com-



RUSSELL HOUSE

CORNER ANN & GARDEN STREETS,

UPPER TOWN, QUEBEC.

This modern built Hotel is open as an auxiliary to the

ST. LOUIS HOTEL.

TERMS MODERATE.

WILLIS RUSSELL,

PROPRIETOR.

JUNE 1874.

manding point, guns of heavy calibre sweep every avenue of approach by the river. Ditches, breastworks and frowning batteries command the approaches by land from the famed "Plains of Abraham." The precipitous bluffs, rising almost perpendicularly from the river, three hundred and forty feet, present a natural barrier which may be swept with murderous fire, and the covered ways of approach and retreat, the various kinds and calibre of guns, mortars, howitzers and munitions of war, will be viewed with eager interest. Among the places of interest may be mentioned:

The Plains of Abraham, with its humble monument, marking the place where fell the illustrious Wolfe.

The Governors Garden, with its monument to Wolfe and Montcalm.

The spot where fell the American General Montgomery.

The Roman Catholic Cathedral with its many fine old paintings.

The Episcopal Cathedral.

The Esplanade, from which is one of the finest views in the world.

Houses of Parliament.

Spencer Wood, the residence of the Lieut. Governor.

Laval University, &c., &c.

In Quebec living is comparatively cheap, and hotel accommodation is as good as any Canadian city can furnish. There are several dozens of minor hotels, and some extensive ones, such as the two newly furnished, vast hotels—the St. Louis Hotel and the "Russell House," kept on the American principle, which have, of course, from their size, the first claim on the traveller's attention; and the rush of visitors at these hotels during the summer months sufficiently testifies to the comfort and civility, which await the traveller. The Messrs. Russell—two obliging Americans—have *succeeded*, and deserve to succeed, as hosts.

The city and environs abound in drives varying from five to thirty miles, in addition to being on the direct line of travel to

ST. LOUIS HOTEL

ST. LOUIS STREET, QUEBEC.

THE **ST. LOUIS HOTEL,** which is unrivalled for Size, Style and Locality, in Quebec, is open only during the Season of Pleasure Travel.

It is eligibly situated, near to and surrounded by the most delightful and fashionable promenades,

THE GOVERNOR'S GARDEN,
THE CITADEL,
THE ESPLANADE,
THE PLACE D'ARMES
DURHAM TERRACE,

which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The Proprietor in returning thanks for the very liberal patronage he has hitherto enjoyed, informs the public that this Hotel has been thoroughly renovated and embellished, and can now accommodate about 500 Visitors; and assures them that nothing will be wanting on his part that will conduce to the comfort and enjoyment of his Guests.

WILLIS RUSSELL,
Proprietor.

June, 1874.

the far-famed Saguenay, Murray Bay, Kamouraska, Cacouna, Rimouski, Gaspé, and other noted watering places.

Quebec can minister abundantly to the tastes of those who like to yacht, fish, or shoot. Yachting, in fact, has become of late quite an institution. You can on those mellow Saturday afternoons in August and September, meet the whole sporting and fashionable world of the Upper Town on the Durham Terrace or Lower Town wharves, bent on witnessing a trial of speed or seamanship between the *Mouette*, the *Black Hawk*, the *Wasp*, the *Shannon*, the *Bon Homme Richard*, and half a score of crack yachts and their owners.

Let us see what the city contains:—First, the west wing, built about 1789 by Governor Haldimand, to enlarge the *old* Chateau burnt down in January, 1834: this mouldering pile, now used as the Normal School, is all that remains of the stately edifice of old, overhanging and facing the Cul-de-Sac, where the lordly Count de Frontenac held his quasi regal court in 1691; next, the Laval University, founded in 1854, conferring degrees under its royal charter; the course of studies is similar to that of the celebrated European University of Louvain; then there is the Quebec Seminary, erected by Bishop Laval, a Montmorency, in 1663; the Ursuline Convent, founded in 1636 by Madame de la Peltrie; this nunnery, with the R. C. Cathedral, which was built in 1646, contains many valuable paintings, which left France about 1789; the General Hospital, founded two centuries ago by Monseigneur de St. Vallier; in 1759, it was the chief hospital for the wounded and the dying during the memorable battle of the 13th September —Arnold and his continentals found protection against the rigors of a Canadian winter behind its walls in 1775-6; the *Hotel-Dieu* nunnery, close to Palace Gate, dating more than two hundred years back.

As to the views to be obtained from Durham Terrace, the Glacis and the Citadel, they are unique in grandeur, each street has its own familiar vista of the surrounding country It is verily,

as Henry Ward Beecher well expresses it, "like turning over the leaves of a picture-book."

The Montmorency Falls, a magnificent sight at almost all seasons of the year, are situated about nine miles from the city. Between them and Quebec is the Beauport Lunatic Asylum, the largest and finest building of the kind in the Province. Many tourists and excursionists, after viewing the old northern capital, and its romantic and beautiful surroundings, will pursue the journey still further down the great St. Lawrence to that wonderful river the Saguenay, which enters the St. Lawrence one hundred and twenty miles below Quebec. On the way down the river, the mouth of the River St. Anne will be passed, off the lower extremity of the Island of Orleans. This river enters the larger stream through a bold ravine, and many ascend the stream for a short distance to the Falls of St. Anne, which, with the surroundings, are pleasing and attractive.

Thirty-six miles below Quebec is a group of six small islands, alive with geese, ducks and teal, who make this a breeding place.

The quarantine station at "Grosse Isle" deserves a passing notice—a lovely spot of itself, quietly sleeping in the great river, but a very charnel house in the past, receiving, in the time of the famine in Ireland, six thousand emigrants in one huge grave.

The river widens broader and broader below this point to ten and twenty miles as you sail on, as upon a shoreless sea, losing sight of either shore.

MURRAY BAY,

On the North Shore, ninety miles below Quebec, is a fashionable watering place, and the fine fishing in Murray River is much patronized. The river here is about twenty miles wide, and steaming across to "Riviere du Loup," on the South Shore, passengers are landed within six miles of

CACOUNA,

One of the most fashionable watering places in America, and

where tourists will find facilities for enjoyment, either of luxurious ease or active sporting. Continuing down the St. Lawrence, on the northern shore,

TADOUSAC

is reached, at the mouth of the Saguenay. Here is famed facilities for bathing, for seal hunting, and for fishing in the tributaries of the Saguenay. The first permanent stone building erected on this continent was erected here.

THE SAGUENAY

is the largest affluent of the St. Lawrence, having its source in Lake St. John, and a straight course of one hundred and thirty miles from the lake to the St. Lawrence. The upper half of its course is a series of falls and rapids, navigable only by canoes, and flowing through a dense and almost unknown wilderness. The navigable portion of the river will float the largest vessels of the world, from its mouth some sixty miles to the head of navigation, and has been described as a perfectly straight, yawning gulf, torn for the whole distance in the grey mica schist, rising on either hand in precipitous cliffs, whose bases rest in unknown depths—a panorama of rocky walls and precipices—a region dark, desolate, cheerless and cold.

The ascent terminates in HA-HA BAY, a quiet and lovely bay, receding from the river several miles, a cheerful village, animal life, and facilities for amusement are found here, a change most welcome from the sombre desolation of the ascent. Lake St. John, in which the river has its source, receives the waters of eleven large rivers, and an innumerable number of smaller streams from the vast water-shed surrounding it, but discharges all its waters through this one wonderful stream.

STATUE POINT

Is a noted gem of scenery on the river, a perpendicular rock below Ha-Ha Bay, at the termination of a great plateau, three hundred feet wide, and six hundred feet in height, with sides as smooth as

though polished by a skillful workman. Six miles above the Bay of St. Johns are the great points of attraction on the river,

CAPE ETERNITY AND TRINITY ROCK,

Collossal promontories of sheer descent, at whose very base the largest ships may ride in the immense depth of waters; sights never to be forgotten—bold, barren, forbidding and awful. The discharge of a cannon on shipboard between these bare walls of rock, is said to crash back in echoes which no one could wish to have repeated, one such sensation sufficing for a lifetime.

MONTREAL TO OTTAWA.

The best route from Montreal to Ottawa, the Capitol of the Dominion, is to take the train to Lachine, which leaves the Bonaventure Street Depot every morning (Sundays excepted) at seven o'clock, and there stepping on board the steamer PRINCE OF WALES, (Captain H. W. Shepherd) or steamer PRINCESS, (Captain McGowan) sail up the river. By this last route we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, as they first meet. It is a bright morning and the sun glances slantingly along the majestic waters, tinging with golden light the tips of the wavelets as they rise, one after the other, to greet his rays. A faint mist like a delicate veil, spreads over the bosom of the river, on which one or two islets repose as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms, which it vainly strives to hide. It is soon dissolved, and the light breeze which has sprung up, carries it all away.

Away we go, stemming the current, until in due time, we reach Ste. Anne's, where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne's reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox *voyageurs*, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name, Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles, for we are in the Lake of the Two Mountains, so called from two mountains on the north side rising four to five hundred feet from the water. The river

1874.

The Ottawa River Navigation Company's

ROYAL MAIL LINE OF STEAMERS.

MONTREAL TO OTTAWA,

Day and Night Line.

New Iron Steamer PEERLESS - - - - - - - - Captain A. Bowie
Steamer PRINCE OF WALES - - - - - Captain H. W. Shepherd
" QUEEN VICTORIA - - - - Captain P. Y. Macdonnell
" PRINCESS - - - - - - - - - - Captain P. McGowan

UPWARD.

Passengers leave by the 7 a.m. and 5 p.m. Trains for Lachine by Railway, and connect with the Steamers "Prince of Wales" and "Princess" for Ottawa and intermediate landings.

DOWNWARDS.

Passengers leave Ottawa at 7 a.m. by Steamer "Peerless and at 5 p.m. by Steamer "Queen Victoria," for Montreal and intermediate landings.

☞BAGGAGE CHECKED.

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Passengers leaving Ottawa by the Evening Steamers will descend the Rapids. No through Passengers taken on Saturday Evening Boat.

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R. W. SHEPHERD, *President.*

divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the island of Montreal, the third called the Dutchman's *Chenal*, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village, also Isle aux Prune, lately purchased by Dr. Girdwood, of Montreal. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. This property has been recently bought by the Hon. J. J. C. Abbott, M.P.P., upon which he has built a beautiful villa where he passes the summer months. A few miles further on we arrive at a fine new wharf named Oka, situated in the Indian Village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church divides the settlements, as the people are all baptised into that Church. Three or four chapels stand on the mountain side. The highest peak of the mountain is called Calvary, and on certain religious fetes of the Church it is frequented by both white and Indian. Now we stop at the village of Como and Hudson. Both these villages are the resort of some of our Montreal friends who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carrillon. Great improvements have been made at this place by the Railway Company, by building new wharves and

station houses, and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the Steamer PEERLESS (Capt. Bowie) or QUEEN VICTORIA (Captain Macdonell), to Ottawa, which we reach about six o'clock p.m.

Yonder is a raft of wood coming floating down, manned by hardy *voyageurs*, who have built their wooden hut upon the timber island they have made. Far, far back, in the thick and dark woods, have they toiled through the inclemency of winter, gathering together the huge monarchs of the forest; far, far back, where the bears prowl, and the gaunt and hungry wolves "make night hideous" with their howlings; while the hardened snow has covered the ground many feet deep, and the frost spirit has

"Bound the waters in icy chains
By a spell unseen yet strong."

and the cold is keen, cutting, and piercing, such a cold as can only be felt when the thermometer ranges 30° or 40° below zero; in this wild scene, in this severe season they have toiled, felling the huge trees and fitting them for the market. And now, one by one, they have launched the logs, and fastening them strongly together, have committed them to the river to bear them down. They have sent them rushing crib after crib down the slides, which have borne them along and plunged them again safely into the dark deep water. Refastened, and their hut rebuilt and their low masts with broad square sails all arranged, there they go night and day, watching the floating treasure which serves them for a habitation, until they reach a market, where it is broken up and sold. Hardy, daring fellows are the *voyageurs*, simple and kind withal. Though their manners are homely, their hearts are warm. Heaven speed them down the rapids to a safe arrival and a profitable sale of their hard earned produce.

Both from Grenville and Carillon and half way between them, are roads leading back into the mountains, for the great range commencing at Labrador and uniting with the Rocky Mountains

runs through this country. The interior of this region is dotted every where with small lakes, which here and there form a variety to the scenery. In the Township of Wentworth alone, there are upwards of sixty, plentifully stocked with red and grey trout, inviting the disciple of Isaac Walton to pursue his favourite amusement. Lake Louisa, or Abbott's Lake, is perhaps most worthy of notice among them all, especially as it is more accessible than any. It is a beautiful sheet of water, clear as crystal, so that at the depth of twenty feet, the pebbles which show the bottom may be counted. It is surrounded by rocks and mountains, which here jut out far into the water, and there recede in indentations sometimes as deep as half a mile, forming pleasant little bays. The lake is about four miles long, by three in breadth, and is altogether the very fac simile of the largest of the lakes of the North of England. It is abundantly stocked with fish, principally the grey trout or Zunge. The Red Trout is also found in it, but not so plentifully. To reach it, we start from Carillon in the train for Grenville, after engaging a buggy to meet us about four miles off. Then we proceed at right angles with the Railway, all the way through the Township of Chatham, and a mile and a half into that of Wentworth. Here we are at Grenville on board the steamer, and traversing the waters of the Grand River, as the Ottawa is called; five miles from Grenville we stop at L'Original, where a stage awaits passengers going to the celebrated Caledonia Springs, a distance of some 9 miles through a very interesting country, giving some very picturesque views. The springs are much frequented by invalids during the summer months, for the sake of the mineral waters.

As we hurry on with the restless speed of steam, we have abundant opportunities of examining the picturesque banks of the river on both sides, until we come close up to the city.

About two miles below Ottawa, on the north side, the Gatineau empties itself into the Grand River. A few miles up this stream the Canada Iron Mining and Manufacturing Company have erected very extensive furnaces for the purpose of smelting the iron ore,

from their Hull Mine. This is likely to be a very important branch of trade in the new Dominion. See yonder, that white curtain hanging over the steep bank on the south side. As we near it, it changes and we can see it is not a curtain, but a waterfall, being none other than the Rideau Falls. There it falls, gracefully as flowing drapery falls from the shoulders of a queen, a most beautiful sight. The body of water is not so large, and the height of the fall, 30 feet, is not so great as to warrant the appellation grand, but what it wants in grandeur is amply made up in beauty. Gently, gracefully, the water pours over, and mingles with that of the Ottawa beneath, with just as much noise as is necessary to add to the effect. We obtain a fine view of it as the steamer passes close by. Looking ahead, we now get a splendid view of the Parliament and Departmental Buildings, standing out so prominently on the bluff called Major's Hill. These buildings only require to be visited to be appreciated. All we can say is, go and see for yourself, dear reader. And now we reach Ottawa City, picturesquely built upon three separate bluffs or ledges forming the river bank of the south side. Right before us is an imposing scene, second only to Niagara in grandeur and magnificence. The Chaudiere Falls are immediately above the city, and there, with thundering cadence, the waters precipitate themselves down the precipice of forty feet in height, and gathering into a basin, boil, and seethe, and hiss, and whirl around in mad excitement, while the spray arises and the sunbeams gleaming upon it form an almost perpetual rainbow. A fine bridge spans the river just below the Falls, from which a magnificent view of them is obtained. Beside the Grand Fall there is also Little Chaudiere on the northern side, and here a curious phenomenon presents itself. The great portion of the waters which precipitate down the latter, find their way undergrond, where none can trace their course. The following description, quoted from Bouchette, will give us some idea of the singular scene. He says, "The Little Chaudiere may, without much difficulty, be appoached from the Lower Canada shore, and the spectator, standing on a level

with the top of the fall, and on the brink of the yawning gap into which the floods are headlong plunged, surveys the whole lenght of *chute*, and the depths of the cavern. A considerable portion of the waters of the falls necessarily escapes subterraneously, after their precipitation, as a much greater volume is impelled over the rock then finds a visible issue. Indeed this fact is not peculiar to the Little Chaudiere, but is one of those curious characters of this part of the Ottawa of which other singular instances are observed; the waters in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterraneous passage that defies the search of the explorer. There are in the Falls of the Chaudiere materials for much geological speculation, and the mere admirer of nature's scenic wonders and magnificence will derive much gratification and delight by the survey and contemplation of their manifold beauties." On the northern bank, a slide has been made, so that the timber can be sent from above to below the foaming waters without endangering either it being broken by abrupt and rude collision with kindred logs below, or shattered upon the rock. These slides are frequent in the Upper Ottawa, the rocky state of the river necessitating their construction; and they are admirably adapted, carrying down the logs of timber safely, and without any damage to prevent a sale in the market. But to return to the city.

OTTAWA,

Like Quebec, is divided into Upper and Lower Towns; although some make three divisions, adding the Middle and perhaps this last division has the advantage of being more correct. The Upper Town, as its name implies, occupies the highest part of the rocky banks, and the Middle and Lower Towns are contented with a less elevated position. The Rideau Canal joins the Ottawa River, through a gorge between the towns, by a succession of locks. This canal connects the Ottawa with Kingston and Lake Ontario, through a series of lakes and streams. It is 135 miles

long and forms a triangle with the St. Lawrence and the Ottawa rivers. The Upper terminus is about 180 miles from Montreal, while the lower is 120 miles. A handsome bridge spans the gorge and forms a connection between the towns. As a city, Ottawa has perhaps the most beautiful and picturesque situation of any in the Province. Built beside the magnificent Chaudiere, upon a rocky elevation, commanding a fine view of the surrounding country, as far as the eye can reach, it is almost equal to Quebec itself. The fine far-stretching campaign, opened up to a great extent by hardy settlers, who have cleared for themselves a home and farm; the villages nestling among the trees, the deep dark forests extending on their hand, as yet apparently untouched by the woodman's axe, and the magnificent river, all command by turns the delighted attention, and call forth unmingled exclamations of pleasure. The city itself is well built, and the elevation of the ground has been taken advantage of, to heighten the effect.

The County Buildings, several banks, good hotels, and churches of various denominations are situated here.

What the Rideau Canal does for Kingston, the Ottawa and Prescott Railroads does for Prescott—forms a connecting link with Ottawa City. This line is fifty-four miles in length, and connects at Prescott with the Grand Trunk Railway, and also, by means of a ferry, with Ogdensburgh on the United States shore, whence a railroad extends as far as New York.

From Ottawa, many very pleasant excursions can be made into the country, both by stages and steamboats, running to different parts, so that every facility is afforded for enjoying to the utmost extent the romantic scenes which abound on every side. The only difficulty one has, is created by the want of time to go over the country thoroughly.

On the bank of the Gatineau River are also situated the mills of the same name, the property of the enterprising firm of Gilmour & Co., under the able management of John Mather, Esq. These mills are very complete, with all the necessary apparatus for sawing the timber into deals and boards, and preparing it for the market,

taking it in its rough state from the river, squaring it off, and then discharging it back again to be made up into cribs and floated down to the Ottawa, and thence to Montreal or Quebec.

Looking at the Ottawa altogether, it is perhaps one of the finest and most picturesque of all the rivers of Canada; and when we consider that it drains a country of about 80,000 superficial miles, we cannot but think that many more years will not pass over, without a vast change for the better in the land. Clearances effected, and comfortable farms and dwellings erected on a soil abundantly fertile, with still a background of unlimited forest for the successful prosecution of the lumber trade; when we look at all these facts, the conclusion to which we must inevitably come is, that PROSPERITY is written in legible characters upon the broad expanse of country stretching around us. The establishment of the seat of Government at Ottawa will also tend to open up the country, and the increase will be great.

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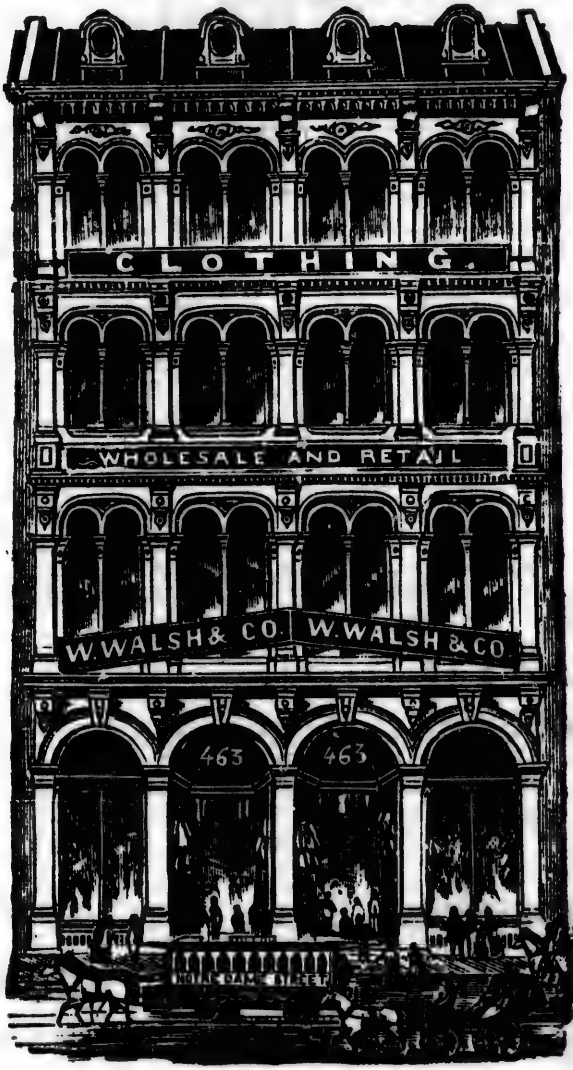

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to the Saguenay
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